

Probate Clerk

DEMING GRAPHIC.

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THE LION GROCERY CO.

El Paso's Largest GROCERS

Offers the people of this Community the Following Extremely Low Prices.....

- | | |
|---|--------|
| 3 cans best tomatoes for | 25c |
| 3 cans good quality String Beans | 25c |
| 2 cans extra quality Wax Beans | 25c |
| 3 cans Early June Peas | 25c |
| 3 cans good Pink Salmon | 25c |
| 2 cans best Red Salmon | 25c |
| 2 cans Salmon Steak | 25c |
| 2 cans Brook Trout | 25c |
| 3 cans Cove Oysters | 25c |
| 3 cans Broiled Mackerel in mustard, spices and tomato sauce | 50c |
| 5 cans 1-lb Baked Beans | 25c |
| 3 cans 2-lb Baked Beans | 25c |
| 2 cans 3-lb Baked Beans | 25c |
| 3 cans Baked Beans in tomato sauce | 25c |
| 1 cans imported Kipperd Herring | 25c |
| 1 can imported Marshall's Herring in tomato sauce | 25c |
| 6 cans American Sardines | 25c |
| 3 large cans Mustard Sardines | 25c |
| 2 cans imported Sardines | 25c |
| 2 cans imported Sardines in oil and tomato sauce | 25c |
| 3 cans Tri-Color Soups, extra fine | 25c |
| 2 cans Mushrooms | 25c |
| 2 cans imported French Peas | 35c |
| 1 can Libby Chicken Tamales | 10c |
| 1 can Red Hot Chile Con Carne | 10c |
| 2 cans Prime Roast Beef | 25c |
| 2 cans Corned Beef | 25c |
| 3 cans Vienna Sausage | 25c |
| 2 cans Hamburger Steak onions | 35c |
| 2 cans Corned Beef Hash | 25c |
| 2 cans Chipped Beef | 25c |
| 3 cans Grated Pine-apple | 50c |
| 3 cans sliced Pineapple | 50c |
| 2-3-lb cans Table Fruit in grapes, plums & apricots | 25c |
| 7-3-lb cans Extra Standard peaches and pears in heavy syrup | \$1.00 |
| All Fancy Toilet Soap 6 bars for | 25c |
| 2 boxes Extra Fancy Toilet soap | 25c |
| 12 bars Laundry Soap | 25c |
| 7 bars White Star Soap | 25c |
| 7 bars White Russian Soap | 25c |
| 2 packages American Beauty Macaroni | 25c |
| 3 pounds Bulk Macaroni | 25c |
| 3 pounds good Rice | 25c |
| 3 packages Atlas Oats | 25c |
| 3 packages Friends Oats | 25c |
| 3 pound bulk Vermecelli | 25c |
| 2 packages American Beauty Vermecelli | 25c |
| 1 gallon Fancy table Syrup | 50c |
| 2 packages Grape Nuts | 25c |
| 3 bottles Eagle Catsup | 25c |
| 3 bottles good Pepper sauce | 25c |
| 1 lb English Breakfast Tea | 50 |
| 1 lb Jap Rose uncolored Japan tea | 50c |
| A fair Coffee 1 pound | 10c |
| An excellent Mocha and Java per pound | 25c |
| A 5-lb pail of extra fine coffee | \$1.00 |
- We also carry the well known brands of Blanke and White House Coffee at the lowest prices.
- 12-ounce Royal, Price's or Schilling Baking Powders 35c
- 1 pound Royal or Price's Baking Powder 45c
- 2 1-2 pounds Schilling's Baking Powder 95c
- 3 pounds Tapioco 25c
- 3 pounds Pearl Barley 25c
- 3 pounds best Sago 25c
- 1 barrel Ginger Snaps 25c

Of course you have heard about that famous Empress flour, the Queen of all Brands and Qualities. We have just received a carload. Ask your neighbor about this Flour. She uses it—and so will you, and no other, when you have once tried it.

50 lbs Empress Flour.... \$1.25

"SPECIAL ATTENTION GIVEN TO MAIL ORDERS."

TELEPHONE 208

HARRIMAN'S IMPROVEMENTS.

Thousands of Dollars Spent on Southern and Central Pacific System. Line shortened and Equipment Improved.

Evidently, President Harriman meant what he said when he told the merchants of San Francisco during his last visit that he proposed to make the Southern Pacific and Union Pacific systems second to none in the world. He may not have said just those words, but he gave that impression. Judging from recent reports taken from official records, this new moving power in western railway affairs does not propose by any means to distribute all his profits in dividends to the stockholders. These figures show that during a period of less than three years up to June 30, 1903, the aggregate expenditures for betterments and equipment on all lines in the Harriman system were \$104,348,368. Some idea what this means is gained by noting that this amount is more than the total estimated expenditure necessary for the completion of the Panama canal.

The work has been going on steadily for about three years on all lines of the system between Omaha and San Francisco as well as between here and Portland and between here and New Orleans. Into all these main lines as well as upon the branches, some of these millions of money have gone, all the expenditures being with the idea of establishing a railway system equal to any ever constructed. But the present plans of the directors will not stop here for the work now actually under way will increase the figures above stated by several millions. The rapid development of the Pacific coast and western territory and the remarkable awakening and increase of Pacific commerce are the causes of the expenditures which put the railways on the footing demanded by the possibilities of the traffic, and the outlook, in the judgement of the far-seeing officials, warrants every confidence in the future. The combined lines concerned are Southern Pacific, the Union Pacific, the Oregon Short line, the Oregon Railway and Navigation Company, Chicago and Alton and the Kansas City Southern.

MILLIONS IN IMPROVEMENTS
These figures are interesting as figures but Californians and all residents of the country tributary to these railroads are likely to be interested in knowing just what these figures mean. Where has all this money gone amounting on the Union Pacific and Southern Pacific systems alone to \$86,603,337? As noted above, it has gone into various ramifications of the system under heading of improvements as follows: Betterments, \$46,115,587; changes of lines, \$14,532,237; equipment, \$43,200,545, making the total above noted of \$104,348,368.

SIXTY MILLION TONS OF STEEL.
The chief railway construction work involved has been what is generally known as the Salt Lake cut-off. Besides this there is the cut-off on the coast line at Chatsworth Park, the renewal of steel bridges and steel rails and the purchase of vast quantity of rolling stock, construction of new railroad sheds, round-houses, and depots. The Ogden and Salt Lake cut-off which will be completed and over which cars will be running by the first of the year has cost to date \$4,400,182. Over sixty million tons of steel has been put into the lines of the Southern Pacific system making a continuous string of first-class steel bridges, capable of carrying with the greatest of security, the heaviest rolling stock all the way along the lines from Ashland, Oregon, to Houston, Texas, and from San Francisco to Ogden.

THE OGDEN-LUCIN CUT-OFF.

The cut-off between Ogden and Lucin by which about 103 miles of crooked and back number track was thrown out for the direct grade and trestling of a little over forty-four miles across two arms of the great salt Lake, was a big undertaking. It involved all sorts of curious engineering freaks, and it is no wonder the engineers and officials now feel proud as a hen with ducks at having the satisfactory completion of this

great work. Latest reports show that the work of construction is all closed except about nine-tenths of a mile of trestling. This cut-off line takes out all the steep grades, running as high as ninety feet to the mile and leaves no grade greater than twenty one feet to the mile. There is practically no curvature, the new engineering reducing curves and cutting out fully four thousand degrees of curvature. The distance across the two arms of the Great Salt Lake is twenty-six and one-half miles. East of Promontory the roadbed is embanked except for one opening of six hundred feet, provided for the outlet of the Bear river. West of Promontory the work is being embanked except about eleven miles out of a distance of nineteen and a half miles. The trestling here is substantially done, and the engineers plan to fill in steadily, making a permanent embankment long before the piling begins to show signs of age.

With the completion of this Ogden-Lucin cut-off, railroad men say that the saving of time on the main overland line will be such that the traveler may leave here at 5 o'clock in the afternoon instead of 10 o'clock in the morning as at present on the Overland Limited, and arrive in Chicago at the same time, thus affecting a saving of fully seven hours in the overland travel. In other words, the Harriman interests have expended very close to five millions of dollars in order to save the cross-continent traveler seven hours of time in his overland journey. Besides saving time, the trip across the Salt Lake will be attractive for travelers. The breeze from the lake being of refreshing coolness after the sand and sunshine of the dry region on both sides.

Oil tenders and burners have been added to 492 locomotives, a change, which it is claimed, has the virtue of economy, as well as comfort to the passenger riding behind such locomotives. It is estimated that it takes 163 gallons of crude oil to make one ton of coal. Oil costs one cent a gallon; coal over \$4.00 a ton; hence the economy. The comfort is claimed because of the lack of cinders from the oil. Farmers welcome the oil burners because no cinders come to set fire to grain fields or grass near the railway. In Arizona, over two hundred miles of track are now oiled. The original expense of this oiling has been about \$85 a mile, but the second year it is planned to oil all the sandy and dusty track through California, Arizona and New Mexico; and also to oil the grounds about the stations where there is so much travel as to make disagreeable dust. This oiling of station grounds at various points upon the coast line has proved more than satisfactory.

HEARST ON STATEHOOD

Outlines his Policy in Speech in Arizona.

We give the following extract from the speech of Mr. Hearst in Phoenix because we believe it sounds the sentiment of nearly every line progressive citizen in both New Mexico and Arizona. "I have hesitated greatly and, I think, wisely, in declining to take up any of your time when so many abler and more experienced speakers are here to entertain and instruct you. I visited your territory eighteen years ago with my father and I have been here many times since. Just as my father worked in his day for the admission of the territories of Idaho and Utah, so I am working now for the admission of four more territories into the Union, believing that I am doing as my father before me would have done. I believe that these territories should be made into states and by that I mean they should be an individual state. If one territory in the north is large enough to make two states, I see no reason why it should take two territories in the south to make a single state. I have to help you in this desire, and in order to help you more effectually, I have made this new inquiry upon the spot into your resources, your population and your manner of living. Whatever may be said or your population here I have found it the equal in intelligence, in industry and the qualities which make American citizenship of the communities with which I am still better acquainted. Speaking without authorization, I believe that the next session of congress will see the admission into the Union of four new states.

Silver City Locals

Mrs. H. E. Dillon, who has been visiting relatives in El Paso, returned home last week.

Miss Anna Ashenfelter returned to Silver City last week after a ten day's visit with friends in Albuquerque.

Editor Fred A. Bush, of the Silver City Enterprise, was an Albuquerque visitor last week.

Miss Kate Crawford, who has been spending the summer with relatives in California, returned home Thursday.

The Daughters of Rebekah will give their annual masquerade ball in Newcomb hall Thanksgiving evening.

Mrs. William H. Jack has returned from Paris, Ill., where she has been visiting relatives for some weeks.

There are more than the usual number of building operations under way in Silver City at the present time.

The Silver City Commercial club is trying to get concessions from the Santa Fe so as to encourage stock shipments from this point.

The second carload shipment of ore from the Gold Gulch camp was made last week. The shipment was a joint one from the Owl and Pactolus mines.

W. C. Silsby, a goat raiser of the Burro Mountain district, shipped 1378 lbs. of fine mohair wool from this point Saturday to Sanford Me.

The Broadway Restaurant, which has been temporarily closed, was reopened under new management Tuesday.

Regular services in the Episcopal church, which has been suspended during the absence of the rector in the east were resumed Sunday.

The new street lightning system which goes into effect on the first of the month substitutes incandescent for arc lights.

Business conditions in Silver City and surrounding camps are showing rapid improvement. The state of affairs is largely the result of the increased activity in the mining industry.

H. W. Page, who has been visiting his sister Mrs. L. J. Nevell and brother, Walter Page in this city, has returned to his home in Bloomington, Ill.

Mr. and Mrs. William A. Heather are visitors in Silver City from Cliff where Mr. Heather conducts a large mercantile establishment.

D. J. Mooney, a Grant county boy, who has been in Colorado recently, has returned, and will engage in the cattle business in the vicinity of Santa Rita.

The management of the Hanover Mining and Milling company has decided to increase the capacity of their concentrating plant from 80 to 250 tons daily.

A. E. Atkins has commenced the construction of a residence on his lots in the northwestern portion of town, recently purchased from Richard Hudson of Deming.

Messrs Thomas L. Lowe and Sam Agee, Messames Sam Agee and Victor Culverson, and Mrs. Adelaide Lowe and Mattie Agee comprised a hunting party that spent Saturday and Sunday at the Clark hotel on the Gila.

Comfortable quarters are being fitted up in the Silver City National bank building for the use of the city officers and will be occupied about the first of the month.

Word was received here Friday of the death at his home in Easton, Pa., of Leeds M. Hackett who spent several months here for the benefit of his health.

Colin Neblet, Raginold Plat, A. H. Harlee, J. J. Kelly and W. F. Lorenz were Silver City visitors in Albuquerque last week in attendance at the Masonic grand lodge sessions.

The special term of Grant county court will convene in this city next Thursday. There is quite a deal of business demanding attention, especially in a criminal way.

Charles G. Bell, a well known resident of Grant county, who for the past year or more has been making his home at Princess Anne Courthouse, Va., returned to this City last week and will remain here.

Feill E. Bailey well known in Deming, where he formerly resided, being connected with the Southern Pacific company, will be united in marriage on November 10th. to Miss Getrude von Gundell, at the bride's home in Savannah, Ga.

Mrs. Percy Wilson who has been at Faywood springs for the past two weeks returned home Monday, much benefited by the treatment thus received. Mrs. Wilson was accompanied by her mother, Mrs. S. M. Ashenfelter, during her stay at the health resort.

Rev. and Mrs. H. W. Ruffner and children returned home Saturday from the east, where Mrs. Ruffner and two children spent the summer with Miss Ruffner's parents at Wequetonsing, Mich.

Dr. Lorin B. Ohlinger, of the United States Military sanitarium at Fort Bayard, was united in marriage to Miss Minnie, H. Rubble, at the bride's home in Albert Lea, Minn., on October 15th. Dr. and Mrs. Ohlinger will return to Fort Bayard about November 1st.

The report of the accidental killing of Ernest Weinhart, published in the Albuquerque and Santa Fe newspapers was without foundation. Mr. Weinhart is alive and well at the Fort Bayard sanitarium, and never heard of his death until he read it in the aforementioned papers.

Attorney A. H. Harlee, of this city was signally honored at the Masonic grand lodge sessions held in Albuquerque last week. He was elected grand king of the Grand Royal Arch Chapter and deputy commander of the grand Commandery. Mr. Harlee is Past Grand Master of the New Mexico grand lodge of Masons and one of the most prominent members of the fraternity in the Territory.

A flat car on which was loaded the top of a box car for the use of the section gang at this city, and which was a part of the mixed train coming up from Deming Saturday, caught fire from an engine spark between Faywood and Whirewater, and was totally destroyed. Another freight car loaded with sugar narrowly escaped. The train was delayed over two hours in consequence of the accident.

CONTRACT LET.

Mr. J. J. Smith has pushed the work on the concentrator as rapidly as possible during the past few weeks and now has it nearly ready to start up for a trial run. W. R. Merrill has been awarded the contract for hauling 25 tons of copper ore from the company's mine in the Florida Mountains and as soon as this ore is received at the mill, which will be about the first of November the mill will be started up. Our people are taking considerable interest in this mill and the work that is being done in the mine as it is a start toward toward the development of the mineral wealth of the Floridas and the erection of extensive reduction works in Deming.

Swarts Notes.

E. J. Swarts transacted business in Santa Rita one day last week.

Pedro Jimenez and son Albert went to Deming on business Wednesday.

Miss P. S. McKeen was a Swarts visitor Thursday.

Albert Schultz made a business trip to Silver City and Deming this week.

Rev. Father Morin of Silver City was out the valley last week and said mass at the churches in San Juan and San Jose.

Mrs. E. J. Swarts and family were visitors at San Juan last Sunday.

Dennis Peoples of Jose on the west side of Cooks Peak was in our town a short time last week.

Simon Eby was a Swarts visitor last Sunday.

Charles Schultz left last week for Clifton Arizona where he will remain a some time on business.